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13 *Attorneys for Plaintiffs*

14

15 IN THE UNITED STATES DISTRICT COURT

16

17 FOR THE DISTRICT OF OREGON

18

19 PORTLAND DIVISION

20

21 NO MORE FREEWAYS, CHRISTOPHER
22 SMITH, ELIOT NEIGHBORHOOD
23 ASSOCIATION, NEIGHBORS FOR
24 CLEAN AIR, FAMILIES FOR SAFE
STREETS, ASSOCIATION OF OREGON
RAIL AND TRANSIT ADVOCATES, and
BIKELOUD,

25

26 Plaintiffs,

27

v.

28

29 UNITED STATES DEPARTMENT OF
30 TRANSPORTATION, UNITED STATES
31 FEDERAL HIGHWAY ADMINISTRATION,
32 and SHAILEN BHATT, Administrator of the
Federal Highway Administration,

33

34 Defendants.

35

36

37 Case No.:

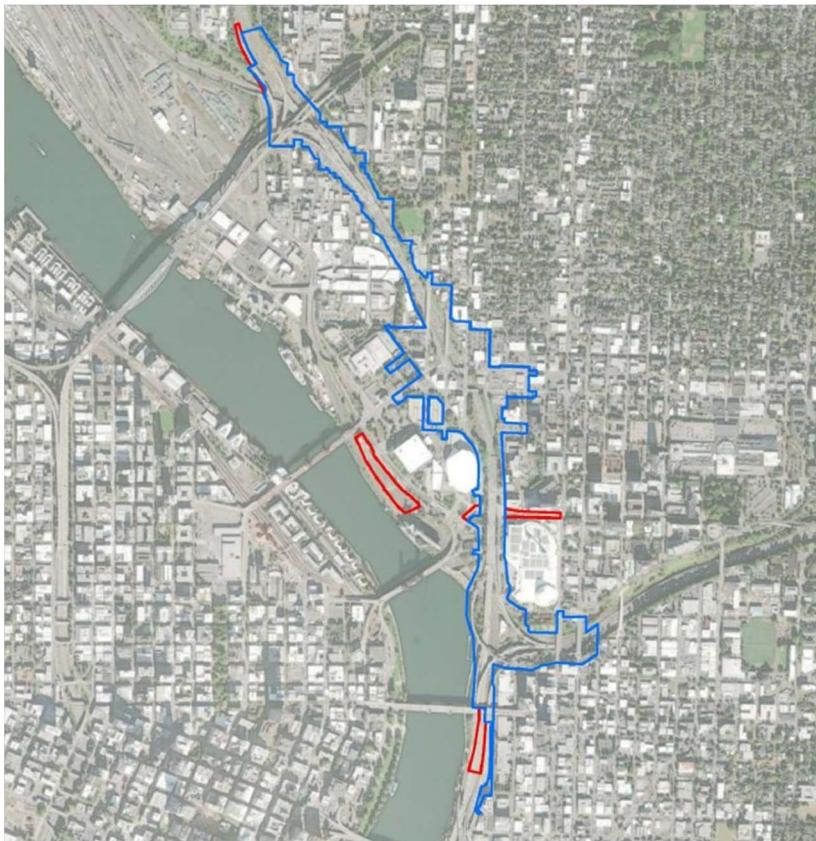
38 COMPLAINT FOR DECLARATORY
39 AND INJUNCTIVE RELIEF

40 (National Environmental Policy Act, 42
41 U.S.C. §§ 4321 *et seq.*, Administrative
42 Procedure Act, 5 U.S.C. §§ 701 *et seq.*,
43 U.S. Department of Transportation Act,
44 49 U.S.C. § 303(c), Federal Highways
45 Act, 23 U.S.C. §§ 134 *et seq.*)

STATEMENT OF THE CASE

1.

3 Defendants United States Department of Transportation (“DOT”) and the United
4 States Federal Highway Administration (“FHWA”) approved the Interstate 5 (“I-5”) Rose
5 Quarter Freeway Expansion & Improvement Project (“the Project”) by issuing a new
6 Finding of No Significant Impact (“FONSI”) and a Revised Supplemental Environmental
7 Assessment (“RSEA”) for the Project. These documents were prepared in conjunction
8 with the Oregon Department of Transportation (“ODOT”). The Project is located in
9 Portland, Oregon, on I-5 between Interstate 405 (I-405) and Interstate 84 (I-84). It
10 includes the Broadway/Weidler interchange, and changes to adjacent surface streets in
11 the vicinity of Broadway/Weidler interchange. An image showing the Project area
12 outlined in blue is provided:



1 As part of the Project's actions, Defendants (in conjunction with ODOT) plan to, in
2 part, expand the freeway and to construct new auxiliary lanes and shoulders
3 between I-84 to the south and I-405 to the north, in both southbound and northbound
4 directions. In addition, defendants/ODOT will re-stripe the I-5 mainline to provide the
5 I-5 southbound auxiliary lane between the I-84 off-ramp and the Morrison Bridge/SE
6 Portland/Oregon Museum of Science and Industry off-ramp. Removal, and in some
7 cases construction or reconstruction, of structures over I-5 would also occur.

8 2.

9 Urban freeways have significant impacts on the cities in which they exist, and the
10 Project will have a significant impact on the City of Portland and its residents – in part
11 because of the tremendous cost of the Project which is currently estimated at
12 approximately \$1.9 Billion. This is the newest, and largest, of the Project cost estimates.
13 Plaintiffs suspect that future estimates and actual costs will be higher. This Billion-dollar
14 expansion is proposed, despite the existence of much more fiscally conservative
15 alternatives that can satisfy the Project's purposes and needs.

16 3.

17 In approving the Project, Defendants have violated the National Environmental
18 Policy Act (“NEPA”) and the regulations implementing NEPA which is a violation of the
19 Administrative Procedure Act (“APA”), section 4(f) of the U.S. Department of
20 Transportation Act (“Transportation Act”) within the meaning of the APA, as well as the
21 Federal Highways Act and the regulations and policies implementing that statute, which
22 are also violations of the APA.

23 ////
24

JURISDICTION

9
10 This Court has jurisdiction pursuant to 28 U.S.C. § 1331(a) (action for declaratory
11 and injunctive relief arising under the Constitution and laws of the United States); 28
12 U.S.C. §§ 2201, 2202 (power to issue declaratory or injunctive relief in cases of actual
13 controversy); and 5 U.S.C. §§ 702-706 (the APA), because (1) the action arises under
14 the laws of the United States, (2) each Defendant is sued in its official capacity, and (3)
15 there is a present, actual and justiciable controversy between the parties.

16 6.
17 Plaintiffs commented on the Revised Supplemental Environmental Assessment
18 (RSEA), as well as engaged with the FHWA and ODOT at every opportunity afforded
19 the public. In so doing, Plaintiffs have exhausted all administrative remedies available to
20 them as required by the APA. The challenged agency action is final and subject to this
21 Court's review pursuant to 5 U.S.C. §§ 702, 704, and 706. Some of Plaintiffs also
22 submitted a letter requesting supplemental analysis under NEPA.

23 // //

24

VENUE

7.

Venue properly rests in the District of Oregon pursuant to 28 U.S.C. § 1391(e) 5 U.S.C. § 703 (APA) because all or a substantial part of the events or omissions give rise to the claims herein occurred within this judicial district and the agency records in question are located in this district. This case is filed properly in Portland, Oregon pursuant to Local Rule 3.2.

PARTIES

8.

10 Plaintiff NO MORE FREEWAYS (“NMF”) is an unincorporated association of
11 individuals and organizations in the State of Oregon dedicated to reducing the impact of
12 urban freeways on climate change, air quality and urban quality of life. NMFs’ members
13 make the community aware of adverse impacts of urban freeway expansions and
14 advocate for responsible alternatives. The organization’s membership includes many
15 individuals who live, work, go to school and recreate in the impact area of this project,
16 the I-5 corridor generally, and the Portland metropolitan regional freeway network.
17 NMFs’ members pursue, and have concrete plans to continue pursuing the
18 aforementioned activities, as well as a reduction of community impacts from urban
19 freeways and freeway expansions. These intersections of NMF and its members are
20 substantial and are adversely affected by Defendants’ failure to comply with NEPA. The
21 requested relief will redress the injuries of No More Freeways and its members.

9.

Plaintiff CHRISTOPHER SMITH is a member of NMF, a resident of Portland,

1 Oregon, and is interested in seeking a better climate future, and preserving and
2 enhancing what's left of the neighborhoods near the I-5 corridor. He regularly utilizes
3 the Project Area, and would be harmed by the increased noise, traffic, and pollution that
4 comes with a roadway expansion.

5 10.

6 Plaintiff ELIOT NEIGHBORHOOD ASSOCIATION ("Eliot") is a neighborhood
7 association and nonprofit in the State of Oregon, dedicated to achieving a better
8 environment, better physical accommodations, and an improved quality of urban life for
9 their residents. Eliot's members participate by meeting to discuss private and public
10 projects affecting the neighborhood. The organization's membership includes all people
11 who live or work within their boundaries who consent to being members. Eliot's
12 members and board members pursue, and have concrete plans to continue pursuing,
13 reducing diesel pollution in the neighborhood, reducing vehicle miles traveled through
14 the neighborhood, encouraging the welfare of the neighborhood, encouraging
15 immediate development of underused properties in the area, encouraging transit use
16 through the area, encouraging bicycle transportation and other non-car uses, improving
17 public trust in government spending through fiscal responsibility, and improving public
18 urban design.

19 11.

20 Plaintiff NEIGHBORS FOR CLEAN AIR ("Neighbors") is an Oregon environmental
21 nonprofit which advocates for better air quality in Oregon with an emphasis on public
22 health, and empowering Oregonians with information and tools to ensure everyone can
23 breathe clean air. Plaintiff Neighbors has more than three thousand members, the
24

1 majority of whom live in the state of Oregon and many of whom participate in advocacy
2 for the improvement of local air quality. Some of these members live, work, and play in
3 the area affected by the expansion of the I-5 freeway, or teach or have children
4 attending Harriet Tubman Middle School, which is directly adjacent to the freeway.
5 Conducting extended construction and increasing traffic, without first conducting a
6 full environmental impact statement, affects their ability to protect
7 community health and provide information about risk to our members. These
8 intersections of Neighbors for Clean Air and its members are substantial and are
9 adversely affected by Defendants' failure to comply with NEPA. The requested relief will
10 redress the injuries of Neighbors for Clean Air and its members.

11 12.

12 Plaintiff FAMILIES FOR SAFE STREETS OF OREGON AND SOUTHWEST
13 WASHINGTON ("Families") supports individuals who have lost loved ones or been
14 injured in traffic crashes, and also advocates for life-saving changes to our
15 transportation networks. The investment choices for the Rose Quarter project will
16 impact street safety in the Project Area as well as in other areas NOT funded because
17 of the choice to invest in this roadway expansion.

18 13.

19 Plaintiff ASSOCIATION OF OREGON RAIL AND TRANSIT ADVOCATES
20 ("AORTA") is the assumed business name of "Oregon Association of Railway
21 Passengers," a public education 501(c)(3) nonprofit Oregon corporation, established in
22 1976 to promote safe, economical, environmentally responsible, and equitable
23 transportation. Mobility for people and materials are essential freedoms, and the Rose
24

1 Quarter Project represents a diversion of resources that could go toward better
2 alternatives that is also less harmful to AORTA's members.

3 14.

4 Plaintiff BIKELOUD PDX ("BikeLoud") is a membership organization dedicated to the
5 mission of ensuring Portland follows its own goal to make the city a place where one
6 quarter of all trips are done on bicycles. BikeLoud members daily bicycle through the
7 Rose Quarter Project Area and will be impacted by any investment and expansion
8 made in this project.

9 15.

10 Defendant United States Department of Transportation ("DOT") is a cabinet level
11 agency of the United States Government and its principal place of business is located at
12 1200 New Jersey Avenue, SE, Washington, DC 20590. DOT is the executive
13 department of the federal government responsible for approval of federally funded
14 highway projects.

15 16.

16 United States Federal Highway Administration ("FHWA") is an operating
17 administration of DOT, and its principal place of business is located at 1200 New Jersey
18 Avenue, SE, Washington, DC 20590. FHWA is the administration primarily responsible
19 for highway planning and funding. FHWA, through its Oregon Division and in
20 conjunction with ODOT, prepared, reviewed and approved the all drafts of the
21 Environmental Assessment, including the current RSEA and the FONSI.

22 ////

23 ////

24

17.

2 SHAILEN BHATT is the chief executive officer and administrator of the FHWA. He is
3 responsible for the administration, operations, and activities of FHWA and its various
4 divisions. Administrator Bhatt maintains his office at 1200 New Jersey Avenue, SE,
5 Washington, DC 20590. Administrator Bhatt is sued in his official capacity.

PRIMARY GOVERNING LAW

The National Environmental Policy Act (NEPA)

18.

9 NEPA is the so-called Magna Carta of American environmental law, and it embodies
10 our Nation's environmental conscience. Congress issued a fundamental declaration of
11 values, including a call to action that focused on the protection of human health and the
12 environment in all federal agencies.

13 19.

14 NEPA has twin aims. First, NEPA requires federal agencies to consider every
15 significant aspect of the environmental impact of a proposed action. Second, NEPA
16 ensures that the agency will inform the public that it has indeed considered
17 environmental concerns in its decision-making process.

18 20.

19 According to 40 C.F.R. § 1502.1 (2016),¹ the primary purpose of a NEPA analysis is
20 to serve as an action-forcing device to ensure that the policies and goals defined in
21 NEPA are infused into the ongoing programs and actions of the Federal Government.

²³ ²⁴ ¹ As noted in the RSEA itself, “the CEQ regulations that were in effect on November 17, 2016, when the NEPA process for the I-5 Rose Quarter Improvement Project was initiated, continue to apply to the I-5 Rose Quarter Improvement Project RSEA, as it is a

1 21.

2 NEPA procedures ensure that environmental information is available to public
3 officials and citizens before decisions are made and before actions are taken. Accurate
4 scientific analysis, expert agency comments, and public scrutiny are essential to
5 implementing NEPA, pursuant to 40 C.F.R. § 1500.1(b) (2016).

6 22.

7 NEPA and its implementing regulations promulgated by the Council on
8 Environmental Quality (“CEQ”) require federal agencies to prepare an environmental
9 impact statement (“EIS”) for every recommendation or report on proposals for legislation
10 and other major federal actions significantly affecting the quality of the human
11 environment, pursuant to 42 U.S.C. § 4332(2)(C). Moreover, for those major federal
12 actions, agencies must analyze and disclose the environmental impact of the proposed
13 action, any adverse environmental effects which cannot be avoided should the proposal
14 be implemented, alternatives to the proposed action, the relationship between local
15 short-term uses of the human environment and the maintenance and enhancement of
16 long-term productivity, and any irreversible and irretrievable commitments of resources
17 which would be involved in the proposed action should it be implemented. Pursuant to
18 42 U.S.C. § 4332(E), agencies must study, develop, and describe appropriate
19 alternatives to recommended course of action in any proposal which involves
20 unresolved conflicts concerning alternative uses of available resources. Pursuant to 40
21 C.F.R. § 1508.9 (2016), an environmental assessment (“EA”) shall include brief
22

23 _____
24 continuation of the ongoing NEPA process started under those regulations.” RSEA p.5
n.2.

1 discussions of the need for the proposal, of alternatives, and of the environmental
2 impacts of the proposed action and alternatives.

3 23.

4 NEPA requires federal agencies to analyze the direct, indirect, and cumulative
5 impacts of proposed actions, pursuant to 42 U.S.C. § 4332(2)(C)(i)-(ii), 40 C.F.R. §§
6 1508.7 (2016), 1508.8 (2016).

7 **The Administrative Procedure Act (APA)**

8 24.

9 The Court's review of plaintiffs' NEPA and other claims is governed by the APA.

10 25.

11 Pursuant to 5 U.S.C. § 702, the APA mandates that a person suffering legal wrong
12 because of an agency action, or adversely affected or aggrieved by agency action
13 within the meaning of a relevant statute, is entitled to judicial review thereof.

14 26.

15 Pursuant to 5 U.S.C. §§ 706(2)(A) and (D), the reviewing court shall hold unlawful
16 and set aside agency actions, findings, and conclusions found to be arbitrary,
17 capricious, or an abuse of discretion or otherwise not in accordance with law, or which
18 have been taken without observance of procedure required by law.

19 **PROCEDURAL BACKGROUND**

20 27.

21 On November 28, 2018, some of Plaintiffs requested an extension of the public
22 comment period, and the Defendants or their agents denied that request on January 11,
23 2019.

24

1 28.

2 On February 15, 2019, the Defendants issued a Draft Environmental Assessment
3 ("DEA").

4 29.

5 On March 4, 2019, some of Plaintiffs requested that the agencies provide key data
6 that was not included in the DEA and its appendices. The agencies did not make this
7 requested information (roughly 632 pages) available until March 13, 2019.

8 30.

9 On March 18, 2019, some of Plaintiffs requested an extension to submit comments
10 on the DEA given that the agencies did not provide the public with access to all relevant
11 information for the DEA until well after the DEA was published. The agencies denied the
12 request for an extension of time to comment on the DEA.

13 31.

14 On March 23, 2019, through a public records request, ODOT released roughly 33GB
15 of electronic files containing engineering diagrams and drawings of the Project.

16 32.

17 On March 25, 2019 ODOT disclosed traffic modeling assumptions for the Project.

18 33.

19 On April 1, 2019, Plaintiffs and thousands of others submitted comments on the
20 DEA.

21 34.

22 On September 12, 2020, some of plaintiffs sent a letter to the agencies requesting
23 supplemental NEPA analysis based on significant new information.

24

1 35.

2 On October 15, 2020, FHWA issued a response to the request to prepare
3 supplemental NEPA analysis, indicating that the agencies would respond to the letter
4 within the Revised Environmental Assessment (“REA”).

5 36.

6 On October 30, 2020, the agencies issued the FONSI and REA for the Project.

7 37.

8 On November 6, 2020, the Federal Register published the Notice of Final Federal
9 Agency Actions on I-5 Rose Quarter Improvement Project in the City of Portland,
10 Multnomah County, Oregon.

11 38.

12 On April 2, 2021, some of the Plaintiffs filed a complaint contesting the validity of the
13 FONSI and REA for strikingly similar reasonings as this present complaint. Claims were
14 brought under NEPA, the APA, and the Department of Transportation Act.

15 39.

16 On January 18, 2022, the agencies withdrew the FONSI and REA.

17 40.

18 In November 15, 2022 FHWA and ODOT released a Supplemental Environmental
19 Assessment (SEA) for comment to the public.

20 41.

21 On January 4, 2023, Plaintiff NMF submitted a comment letter to the agencies
22 addressing concerns over the validity of the SEA.

23 ////

24

1 42.

2 On March 12, 2024, the agencies issued the present FONSI and RSEA for the
3 Project.

4 43.

5 On March 20, 2023, Plaintiff NMF submitted a letter to FHWA addressing the lack of
6 reasonably available funding given the current budgeting situation in the State of
7 Oregon.

8 **FIRST CLAIM FOR RELIEF**

9 **Violation of NEPA and the APA**
10 **Count I**

Failure to Prepare an Environmental Impact Statement

11 44.

12 Plaintiffs incorporate by reference ¶¶ 1-43.

13 45.

14 NEPA, specifically 42 U.S.C. § 4332(2)(C), requires agencies to prepare an EIS for
15 all major federal actions significantly affecting the quality of the human environment.

16 46.

17 Defendants prepared an EA for the Project. Pursuant to 40 C.F.R. § 1508.9(a)(1)
18 (2016), to instead prepare an EA, it must contain sufficient evidence and analysis for
19 determining whether to prepare an Environmental Impact Statement or a Finding of No
20 Significant Impact.

21 47.

22 Under 40 C.F.R. § 1508.27 (2016), which lists the regulatory factors used to
23 determine significance, the environmental impacts of the project are significant.
24

1 Defendants' authorization of the Project without preparing an EIS violates NEPA
2 because the Project is a major federal action significantly affecting the quality of the
3 human environment.

4 48.

5 The Project is significant under 40 C.F.R. § 1508.27(b)(1) (2016) because the
6 project may result in significant adverse environmental impacts, including increased
7 congestion and increase vehicular miles driven in the Project Area, resulting in
8 increased air pollution and greenhouse gases, and decreased safety along the freeway
9 and on city streets.

10 49.

11 The Project is significant under 40 C.F.R. § 1508.27(b)(2) (2016) because the
12 Project will increase the adverse environmental impacts associated with public health
13 and safety. While the project proposes to increase safety, the Project will widen the
14 highway immediately adjacent to Harriet Tubman Middle School, providing for, at the
15 very least, a 5 to 14 percent increase in vehicle trips in that area.² This will jeopardize
16 the safety of children and staff at the Harriet Tubman middle school by increasing the
17 capacity of the highway to accommodate greater traffic loads. That traffic will, in turn,
18 increase air pollution in the area of the middle school, as well as decrease safety along
19 the freeway and on City streets in the area. Furthermore, the Project's increased
20 capacity will, as noted in the RSEA, also increase greenhouse gases.³ The Project will
21 also create a roadway capable of accommodating even more additional lanes of traffic

22

23 ² RSEA, 3.13.2.4, p. 112.

24 ³ RSEA, 3.16.2, p. 123.

1 beyond what is proposed for the Project, and the adverse impacts of that increase in
2 capacity was not analyzed or disclosed in the RSEA.

3 50.

4 The Project is significant under 40 C.F.R. § 1508.27(b)(3) (2016) because the
5 project will significantly affect unique characteristics of the geographic area. Not only is
6 Harriet Tubman middle school located immediately adjacent to the Project Area but the
7 project will increase the proximity of the highway to the middle school.

8 51.

9 The Project Area and its vicinity are also home to a number of notable Black–owned
10 businesses and civic organizations. Bill Webb Elks Lodge, a property associated with
11 Black history in NE Portland, is located within the Project Area and is included on the
12 National Register of Historic Places. The Urban League of Portland, one of the Portland
13 Black community’s principal advocacy and service organizations, is also located in the
14 area. All of these unique characteristics of the area will now be subject to worsening air
15 quality and increased vehicular use in the areas adjacent to these city features.

16 52.

17 The Project is significant under 40 C.F.R. § 1508.27(b)(4) (2016) because the
18 effects to the Project are highly controversial. The agencies’ analysis of air quality,
19 transportation impacts, noise impacts, climate emissions, and so forth are contingent
20 upon the transportation modeling, much of which has been kept from the public’s
21 scrutiny. For the modeling that has been disclosed, the agencies misused the modeling
22 data by, including adopting a modeling strategy and assumptions that are at odds with
23 the best available science on the effects of induced demand. The agencies also
24

1 erroneously relied upon assumptions related to vehicle fleet composition and turnover,
2 amongst others assumptions, to artificially reduce emissions. Furthermore, the agencies
3 analysis of the project is misleading and/or inaccurate concerning the size, nature,
4 and/or effect on future traffic demand as a result of the highway expansion. Finally, in
5 setting a baseline, the project relied upon a number of infrastructure projects, such as a
6 12-lane freeway bridge across the Columbia River, which have not yet even been
7 authorized, much less begun to be constructed. This was done despite repeated public
8 requests to at least fully explain how the erroneous or misused assumptions fit into the
9 agencies' decision-making process.

10 53.

11 The Project is significant under 40 C.F.R. § 1508.27(b)(5) (2016) because the
12 effects on the human environment are highly uncertain. The agencies' analysis of air
13 quality, transportation impacts, noise impacts, climate emissions, and so forth are
14 contingent upon the transportation modeling, much of which has been kept from the
15 public's scrutiny. For the modeling that has been disclosed, the agencies misused the
16 modeling data by, including but not limited to, adopting a modeling strategy and
17 assumptions that are at odds with the best available science on the effects of induced
18 demand. The agencies also erroneously relied upon assumptions related to vehicle fleet
19 composition and turnover, amongst others assumptions, to artificially reduce emissions.
20 The agencies also relied upon a number of infrastructure projects which have not yet
21 even been authorized, much less begun to be constructed, all with uncertain effects on
22 the Project Area.

23 ////

24

1 54.

2 The Project is significant under 40 C.F.R. § 1508.27(b)(6) (2016) because the
3 project may establish a precedent for future actions with significant effects. The
4 agencies have included the roughly \$3 billion Columbia River Crossing Project (CRC -
5 also known as the Interstate Bridge Replacement or IBR) within the alleged baseline.⁴
6 The Columbia River Crossing Project is a 12-lane-wide, five-mile-long freeway widening
7 project located approximately three miles north of the Project. If the Project is approved
8 as an RSEA and assumes the existence of the Columbia River Crossing Project, then
9 the Columbia River Crossing (which only now is going through its own NEPA process
10 under the name “Interstate Bridge Replacement”) may be argued to be insignificant
11 under NEPA, when it certainly is not.

12 55.

13 The Project will also create a roadway capable of accommodating additional lanes of
14 traffic beyond what is proposed for the Project. It will do so by creating an expansion to
15 the shoulder which, based on internal ODOT documents, could extend the road to up to
16 between 160-250 feet wide. This more than doubles the width of I-5. It includes a
17 “shoulder” that is far larger than even ODOT consultants believed was necessary for the
18 safety purposes. This massive expansion would allow for additional lanes of traffic to be
19 proposed or implemented in the future, most likely without any further environmental
20 analysis. Here is what the current proposal in the RSEA looks like in terms of lane and

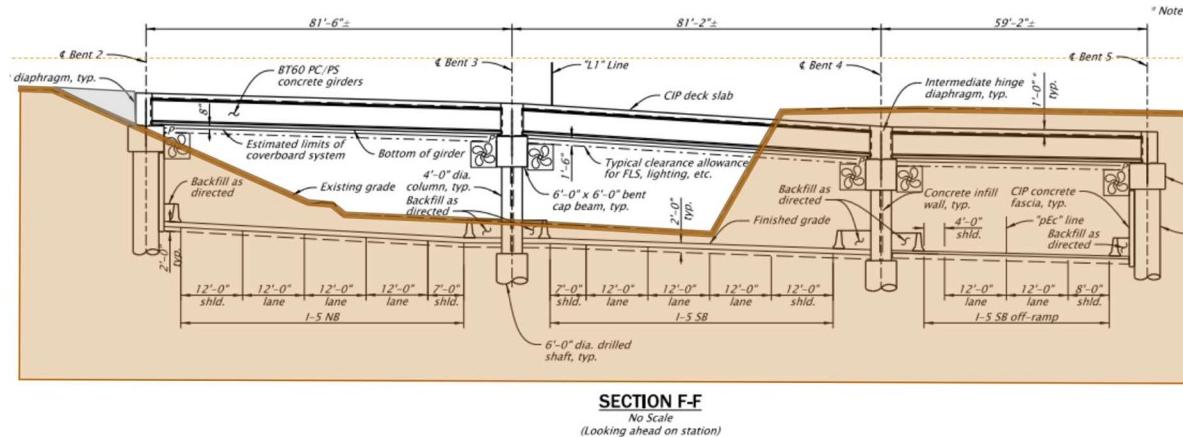
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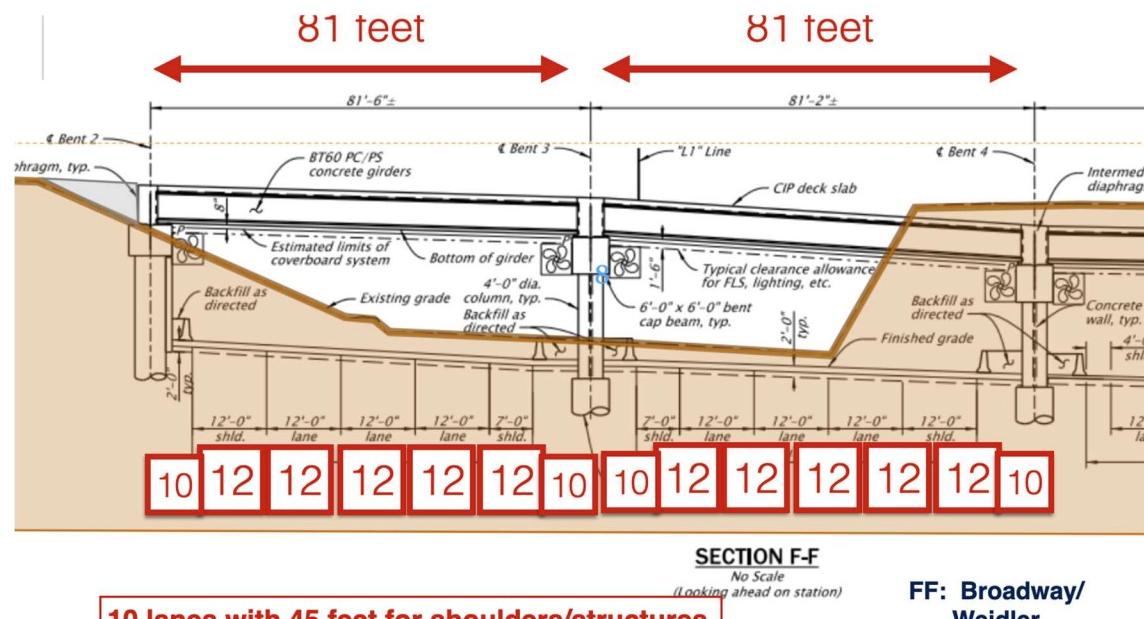
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24 ⁴ RSEA Appendix C, *Reasonably Foreseeable Future Actions Comparison*, 2.2, p.3.

1 shoulder sizing with only one additional auxiliary lane:



8 Here is what that sized roadway could be re-striped to look like:



19 56.

20 That sort of "re-striping" without further environmental analysis would be consistent

21 with both prior projects and guidance issued by the Defendants. The direct and indirect
22 effects of that additional lane expansion have not been, and most likely given
23 Defendants prior conduct and guidance would never be, analyzed or disclosed. That

1 includes the impacts from traffic, noise, and pollution of the many thousands of vehicles
2 that those additional lanes would allow on the highway.

3 57.

4 The Project is significant under 40 C.F.R. § 1508.27(b)(7) (2016) because the
5 agencies have misconstrued the project's cumulative impacts. The Columbia River
6 Crossing is a reasonably foreseeable project utilized in determining a baseline, but the
7 agencies failed to prepare a cumulative impacts analysis for the Columbia River
8 Crossing. Congestion pricing (also known as value pricing or tolling) is also reasonably
9 foreseeable, as that has been planned for implementation along I-5 and Interstate 205
10 (I-205) by ODOT and/or the Oregon legislature. Nonetheless, Defendants failed to
11 prepare a cumulative impacts analysis for congestion pricing or to include that in the
12 cumulative impact analysis that was conducted.

13 58.

14 The Project is significant under 40 C.F.R. § 1508.27(b)(8) (2016) because the action
15 may adversely affect highways and culturally historic areas. As to highways, the effect
16 of the project will be to increase capacity of the highway, creating induced demand that
17 will then cause the new larger highway to also be filled to capacity, something
18 commonly known as the “fundamental law of road congestion.” The agencies also
19 erroneously relied upon assumptions related to vehicle fleet composition and turnover,
20 amongst others assumptions, to predict artificially reduced emissions. Actual emission
21 will be greater. The effect of the project will also adversely affect a number of notable
22
23
24

1 pillars of Portland's Black community, including the Bill Webb Elks Lodge, the Urban
2 League of Portland, the Harriet Tubman Middle School, and Lillis-Albina Park.⁵

3 59.

4 The Project is also significant under 40 C.F.R. § 1508.27(b)(10) (2016). The project
5 threatens to violate Federal, State, and local law, including Section 4(f) of the
6 Transportation Act, the Federal Highways Act, Executive Order 12898, Governor
7 Brown's Executive Order No. 20-04, as well as local land use laws and plans.

8 60.

9 Defendants' actions as described are arbitrary, capricious, not in accordance with
10 law, and without observance of procedures required by law, within the meaning of the
11 APA, 5 U.S.C. § 706.

12 61.

13 Plaintiffs are entitled to its reasonable fees, costs, and expenses associated with this
14 litigation pursuant to the Equal Access to Justice Act, 28 U.S.C. § 2412.

15 **Count II**

16 **Failure to Take a Hard Look at the Project's Direct, Indirect, and Cumulative
17 Impacts**

18 62.

19 Plaintiffs incorporate by reference ¶¶ 1-43 and 60-61.

20 / / /

21 _____

22 ⁵ See e.g., *attached*, Exhibit #1, Letter from America Walks to U.S. Department of
23 Transportation (July 24, 2024) (advocating against funding the highway expansion in
this project as it would "disconnect communities and repeat the harms of 20th century
highway building that the [Reconnecting Communities and Neighborhood Grant]
24 program seeks to repair.")

1 63.

2 Pursuant to 42 U.S.C. § 4332(2)(C)(i)-(ii); 40 C.F.R. §§ 1508.7-8 (2016), NEPA
3 requires federal agencies to analyze the foreseeable environmental impacts, including
4 direct, indirect, and cumulative impacts (including past, present, and reasonably
5 foreseeable actions) of major federal actions, as well as actions by state and local
6 authorities.

7 64.

8 *Inadequate Analysis of the No-Build Alternative and the Environmental Baseline.*
9 Defendants failed to take a “hard look” at the no-build alternative and the environmental
10 baseline. The agencies misconstrued the levels of traffic in the no-build alternative by
11 improperly inflating traffic levels and producing higher estimates of congestion than
12 would actually occur. The agencies misconstrued and misapplied models and modeling
13 data. The agencies relied on traffic modeling prepared for the 2014 Metro Regional
14 Transportation Plan, and have failed to account for or explain new modeling prepared
15 for the 2018 and 2023 Metro RTP. The agencies failed to fully disclose and document
16 the Project’s traffic projections. The agencies misconstrued the no-build alternative by
17 including non-existing traffic from the as-of-yet unbuilt Columbia River Crossing, which
18 adds tens of thousands of imaginary vehicles and their fictitious emissions (and other
19 impacts).

20 65.

21 The agencies misconstrued the traffic data used for the Project. The Project
22 assumes that the Columbia River Crossing, a 12-lane-wide, five-mile-long freeway
23 project was built in 2015, but the agencies failed to substantiate or disclose their
24

1 assumptions for modeling and estimates of traffic levels generated by the Columbia
2 River Crossing, which is hardly a finished project which should be part of a no-action
3 baseline given that it is only going through its own NEPA analysis now.

4 66.

5 The agencies failed to include average daily traffic for the build and no-build
6 scenarios, one of the most commonly used metrics of traffic volume.

7 67.

8 *Direct and indirect impacts.* Defendants failed to take a hard look at the direct and
9 indirect impacts of the project.

10 68.

11 The agencies misconstrued the traffic estimates for the build alternative by
12 understating their traffic levels. The agencies relied upon conclusory assumptions and
13 discredited theories for carbon emissions, which understate carbon emissions.

14 69.

15 The agencies failed to adequately consider the impacts to pedestrian and bicycle
16 transportation. The Project's Clackamas Pedestrian and Bicycle Bridge will still increase
17 grade and create unsafe conditions with its inadequate design. Furthermore, by
18 widening the intersections around the Project area, the Project will put increased levels
19 of stress on local pedestrians and cyclists.

20 70.

21 Contrary to the scientific literature and documented impacts of widening freeways,
22 including I-5, the agencies failed to adequately consider the impact of induced and
23 latent demand, the phenomenon by which increases in highway capacity in urban areas
24

1 generate additional travel that leads to a recurrence of congestion at even higher levels
2 of traffic. Increased congestion will lead to increased pollution and greenhouse gases.
3 Not only will the project create greater emissions from increased congestion but the
4 widening will also reduce the distance between the highway and the Harriet Tubman
5 Middle School and its outdoor play area. Moreover, the agencies erroneously relied
6 upon assumptions related to vehicle fleet composition and turnover, amongst others
7 assumptions, to artificially reduce emissions.

8 71.

9 The agencies' analysis improperly assumes that build and no-build alternative will
10 have no impact on the pattern and intensity of traffic over the coming decades, even
11 though its own analysis showed a 5-14% increase in traffic demand in the Project Area.⁶

-70-

The Project may create new urban land within the City of Portland through the use of freeway lids with the possibility of supporting structures and other uses. The agencies, however, failed to address or analyze the environmental impacts of creating new urban land and uses within the Project Area.

17 72

The Project will create a roadway capable of accommodating additional lanes of traffic beyond what is proposed for the Project. The EA obfuscates the actual width of the road, but estimates and agency documents indicate a roadway as wide as 160-250 feet, more than doubling the existing width of 82-feet. The agencies failed to analyze the

²⁴ ⁶ RSEA, 3.13.2.4, p.112.

1 direct and indirect effects of such a significant widening of the roadway and an increase
2 in roadway capacity, including the impacts from traffic, noise, and pollution.

3 74.

4 The agencies failed to take a hard look at the environmental and economic impacts of
5 diverting money from other projects in the Portland-Vancouver metropolitan area, and,
6 instead, proposed to use approximately \$1.9 billion for the Project.

7 75.

8 *Cumulative impacts.* Defendants failed to take a hard look at, adequately analyze, or
9 accurately represent the cumulative effect of past, present, and foreseeable projects.

10 76.

11 In the RSEA, the Columbia River Crossing is supposedly a reasonably foreseeable
12 project that adds many lanes across the Columbia River, but the agencies did not
13 prepare a cumulative impacts analysis that included that crossing in evaluating future
14 impacts, including traffic demand and the environmental impacts from such changes.

15 The agencies' position is clearly that other major traffic projects are vital and integral to
16 solving the congestion problem. Therefore, the scope of this environmental analysis is
17 inadequate and should be extended to include the analysis for at least the Columbia
18 River Crossing, and most likely the other projects that are part of the regionwide Urban
19 Mobility Strategy.

20 77.

21 Meanwhile, congestion pricing (or value pricing) is authorized and mandated by the
22 Oregon legislature, the City of Portland, the Metro Regional Government, and included
23 in Metro's 2023 Regional Transportation Plan as an anticipated project, a list that also
24 includes the Columbia River Crossing. However, the agencies failed and/or refused to

1 prepare a cumulative impacts analysis that included congestion pricing – claiming that it
2 was “not reasonably foreseeable,” even after funding a study showing that value pricing
3 was necessary to reach the project’s goals of reducing traffic congestion to adequate
4 levels.

5 78.

6 *Reliance on erroneous factual assumptions.* In its environmental analysis, the
7 agencies rely on the ‘fact’ that, at the time of issuing the RSEA and FONSI, the project’s
8 anticipated cost would be \$1.3 billion.

9 79.

10 Contrary to this ‘fact,’ the agencies regularly represent the actual cost of the entire
11 Project at between \$1.5-1.9 billion, generally giving a \$1.7 billion figure as a reasonable
12 stand-in for the actual range.⁷ The agencies therefore knew of this higher figure in the
13 year leading up to the issuance of the FONSI and RSEA, and still relied on the lower
14 \$1.3 billion figure in clear violation of their NEPA requirements.

15 **Count III**

16 **Failure to Analyze All Reasonable Alternatives and an Adequate Range of
17 Alternatives**

18 80.

19 Plaintiffs incorporate by reference paragraphs ¶¶ 1-43 and 60-61.

20 / / /

21 / / /

22

23 ⁷ See ODOT, *Neighborhood Access and Equity (NAE) Program Grant Application*, p.16,
24 Table-4, (September 28, 2023) (“Total Project Cost Estimate: \$1,700,000,000”).

1 81.

2 In both an EA and an EIS, NEPA - 42 U.S.C. § 102(2)(E) - requires the agency to
3 study, develop and describe appropriate alternatives to recommended courses of action
4 in any proposal which involves unresolved conflicts concerning alternative uses of
5 available resources.

6 82.

7 Further, pursuant to 40 C.F.R. § 1502.14(a) (2019) agencies shall rigorously explore
8 and objectively evaluate all reasonable alternatives in order to accomplish the project's
9 goals, and for alternatives which were eliminated from detailed study, briefly discuss the
10 reasons for their having been eliminated.

11 83.

12 For the Project, the agencies only considered two alternatives: The Revised Build
13 option and a No-Build option.

14 84.

15 The agencies failed to consider, in detail, an alternative that would not require
16 billions dollars in public financing and still satisfy the clearly delineated purpose and
17 need of the Project.⁸ Fiscally-conservative alternatives raised by Plaintiffs during the
18 Notice & Comment process, but not considered in detail, include congestion pricing,
19 lane closures, transit alternatives, a reduced or narrowed right-of-way, and alternatives
20 that do not include increasing the capacity of the freeway and the expenditure of billions
21 of dollars.

22 _____

23 ⁸ RSEA 1.4, p.5 (“[T]he purpose of the project is to improve the safety and operations
24 on I- between I-405 at the Broadway/Weidler interchange, and on adjacent surface
streets in the vicinity of [that] interchange.”)

1 85.

2 Congestion pricing uses the power of the market to reduce the waste associated
3 with traffic congestion. Premium charges during periods of peak demand would
4 encourage road users to eliminate lower-valued trips, take them at a different time, or
5 choose alternative routes or modes of transportation. As part of the same legislation
6 that provided funding for the Project, the Oregon legislature also directed ODOT to
7 pursue tolling within the corridor. According to the FHWA, there is a consensus among
8 economists that congestion pricing represents the single most viable and sustainable
9 approach to reducing traffic congestion. The City of Portland Central City Plan also
10 directs ODOT to implement congestion pricing. Oregon Metro's 2023 Regional
11 Transportation Plan further includes I-5 congestion pricing within its list of Constrained
12 Projects (Project 12304). Aside from avoiding a costly expansion, congestion pricing
13 can also generate revenue.

14 86.

15 The agencies also failed to consider, in detail, a fiscally conservative alternative to
16 implement ramp closures at certain times throughout the day to allow traffic to flow
17 without interruption from incoming motorists. The agencies acknowledge that close
18 interchanges are a root cause of the issues the Project purports to address.

19 **SECOND CLAIM FOR RELIEF**

20 **Violation of Transportation Act and the APA**

21 **Failure to Satisfy the 4(f) criteria**

22 87.

23 Plaintiffs incorporate by reference ¶¶ 1-43 and 60-61.

24

1 88.

2 Section 4(f) of the Transportation Act, 49 U.S.C. § 303 identifies the policy of the
3 U.S. Government that special effort should be made to preserve the natural beauty of
4 public parks, recreation lands, and historic sites.

5 89.

6 Pursuant to 49 U.S.C. § 303(c), a transportation project requiring the use of publicly
7 owned land of a public park, recreation area, or historic site of national, State, or local
8 significance is permitted only if there is no prudent and feasible alternative to using that
9 land and the project includes all possible planning to minimize harm to the park,
10 recreation area, or historic site resulting from the use. No prudent and feasible
11 alternatives exist if the project will have *de minimis* impact on public park, recreation
12 area, and historic sites, pursuant to 49 U.S.C. § 303(d).

13 90.

14 Use of a section 4(f) resource, according to 23 F.R. § 774.17, occurs when land is
15 permanently incorporated into a transportation facility, or when there is temporary
16 occupancy of land that is adverse in terms of the statute's preservation purpose,
17 pursuant to 23 C.F.R. § 774.13(d). Use of a section 4(f) resource also occurs when
18 there is a "constructive use" of a section 4(f) property which, pursuant to 23 C.F.R. §
19 774.15(a), occurs when the "projects proximity impacts are so severe that the protected
20 activities, features, or attributes that qualify that property for protection are substantially
21 impaired."

22 91.

23 Use of a 4(f) property may not be authorized unless a determination is made that

24

1 there are no feasible and prudent avoidance alternatives to the use of the land and the
2 action includes all possible planning to minimize harm to the property resulting from
3 such use; or a determination is made that use of the property would have a would have
4 a *de minimis* impact on the property, as defined by 23 C.F.R. § 774.17. A *de minimis*
5 impact determination must include public notice and opportunity for public review and
6 comment, as well as written concurrence received from the officials with jurisdiction over
7 the property that the project will not adversely affect the activities, features, or attributes
8 that make the property eligible for section 4(f) protection.

9 92.

10 The Project will result in construction of a noise wall, to be constructed either on or
11 immediately adjacent to Lillis-Albina Park. This will block parts of multiple official
12 viewpoints, resulting in either the actual occupation and use of the Park, or constructive
13 use of the Park.

14 93.

15 Defendants did not obtain the necessary concurrence from officials with jurisdiction
16 over the property that the adverse effects will be *de minimis*.

17 **THIRD CLAIM FOR RELIEF**

18 **Violation the Federal Highways Act and Implementing Regulations**

19 **Inadequate funding availability to approve a FONSI**

20 94.

21 Plaintiffs incorporate by reference ¶¶ 1-43 and 60-61.

22 95.

23

24

1 As laid out in a series of policy memos in 2011⁹ and 2017,¹⁰ FHWA interprets its
 2 statutory and regulatory authority as mandating that it can only issue a final NEPA
 3 document (such as a FONSI) once a set of requirements have been met.

4 96.

5 One key requirement is that, before signing a FONSI for a project in a Metropolitan
 6 Planning Area - such as the Portland Metro Area - FHWA must ensure that the project
 7 is complies with the requirements for “fiscal constraint.” Fiscal constraint is found when
 8 “there is sufficient financial information for demonstration that a project can be
 9 implemented using committed, available, or reasonably available revenue resources.”¹¹

10 97.

11 The presence of fiscal constraint and reasonably available funding is generally
 12 demonstrated by including funding for a subsequent phase of a metropolitan project,
 13 such as this Project, in a Metropolitan Transportation Improvement Plan (MTIP) or a
 14 Regional Transportation Plan (RTP) for a metropolitan area, as well as including the
 15 estimated *full project cost* in the MTIP or RTP.¹² Here, the agencies claimed that this
 16 rule is satisfied with full project cost inclusion on Oregon Metro’s RTP.¹³ Therefore, in
 17

18 ⁹ FHWA, SUPPLEMENT TO JANUARY 28, 2008 ‘TRANSPORTATION PLANNING REQUIREMENTS
 19 AND THEIR RELATIONSHIP TO NEPA APPROVALS’ (February 9, 2011),
https://www.fhwa.dot.gov/planning/tpr_and_nepa/tprandnepasupplement.cfm#ftn1
 20 (“2011 FHWA Supp”).

21 ¹⁰ FHWA, MEMO: CLARIFYING FISCAL CONSTRAINT GUIDANCE (May 15, 2017),
https://www.fhwa.dot.gov/planning/clarify_fiscal_constraint.cfm (“2017 FHWA
 Clarification”).

22 ¹¹ 2011 FHWA Supp, p.2, Table 1.

23 ¹² 2017 FHWA Clarification; RSEA, Appendix G, p 61. (emphasis added)

24 ¹³ *Id.* at p. 60; The project’s full cost is not included on the Metro MTIP at all, and
 therefore this requirement is not satisfied through that route either, and the agencies
 have not indicated to the contrary.

1 order to reasonably sign off on the FONSI, FHWA must ensure that the estimated *full*
2 *project cost* be present in the RTP's financially constrained list.

3 98.

4 If an EA has a project cost significantly different than the fiscally constrained
5 estimate, FHWA's interpretations further mandate that a "plan and/or STIP/TIP
6 amendment is necessary prior to the final NEPA decision."¹⁴

7 99.

8 The Financially Constrained Projects list in Metro's 2018 RTP describes the
9 Project's estimated full cost at \$375 million.

10 100.

11 The Financially Constrained Projects list in Metro's 2023 RTP describes the
12 Project's estimated full cost at \$1.3 billion. This is the highest cost estimate represented
13 in the RSEA and FONSI.¹⁵

14 101.

15 However, the cost of the Project had already risen considerably. The full Project cost
16 was represented by the agencies in multiple grant applications *before the FONSI and*
17 *RSEA were issued* as between \$1.5 and \$1.9 billion, an approximately 40% increase in
18 full project costs as compared to the 2023 Metro RTP estimate.¹⁶

19

20 ¹⁴ 2011 FHWA Supp, p.8, Question 18.

21 ¹⁵ See RSEA, Appendix G, P. 61 ("estimated full Project cost of \$1.3 billion. . .").

22 ¹⁶ See ODOT, *Neighborhood Access and Equity (NAE) Program Grant Application*,
23 p.16, Table-4, (September 28, 2023) (Total Project Cost Estimate: \$1,700,000,000);
See ODOT, *Infrastructure for Rebuilding America (INFRA) Grant Application*, p. 1 (May
24 6, 2024) ("as of June 2023, the total project cost estimate is **\$1.5 to \$1.9 billion**. For the
purposes of this INFRA Large project grant application, the total project cost is shown at
\$1.9 billion to reflect the high end of this range") (emphasis added).

1 102.

2 Given that the agencies knew of the exorbitant cost of funding the Project had risen
3 to as much as \$1.9 billion, their conclusions concerning the availability of reasonably
4 available funding and fiscal constraint were factual errors and legally unlawful. The
5 agencies knew that, by relying on either the 2018 Metro RTP which lists the project at
6 \$375 million, or the 2023 Metro RTP which lists the project at \$1.3 billion, fiscal
7 constraint could not be established for the Project at the time that FHWA issued the
8 FONSI. Instead, the agencies attempted to satisfy a statutory and regulatory
9 requirement that the project be fiscally constrained by relying on a promise in a Metro
10 RTP that showed reasonably available funding approximately 30% below the most up-
11 to-date estimated cost of the project.

12 103.

13 The anticipated funding in the 2023 Metro RTP is further unavailable because it has
14 since been spent on an alternate ODOT project. ORS 367.095(2), the source of a
15 significant amount of funding predictions, was amended in 2021 by House Bill 3055.
16 That amendment altered the text of the statute, such that funding which previously was
17 exclusively available for use on the Interstate 5 Rose Quarter Project is now *also*
18 available to fund, amongst others, a \$500 million project to build Abernethy Bridge.
19 Some of these funds, again originally anticipated to exclusively fund this Project, have
20 already been spent on this alternative Abernethy Bridge project, making those funds
21 unavailable for highway expansion.

22 ///

23 ///

24

1 104.

2 Therefore, the agencies relied on inadequate funding assurances which the
3 agencies knew would fail to fund the entire Project.

4 **PLAINTIFF'S PRAYER FOR RELIEF**

5 WHEREFORE, Plaintiff respectfully requests that this Court enter a judgment
6 in favor of Plaintiff and issue the following relief:

- 7 • Declare that one or more of the Defendant's violated NEPA;
8 • Declare that one or more of the Defendants violated the APA;
9 • Declare that one or more of the Defendants violated the Transportation
10 Act;
11 • Declare or direct that Defendants must prepare an Environmental Impact
12 Statement due to the Project's potential significant effects;
13 • Vacate and remand the FONSI and RSEA;
14 • Enjoin Defendants from implementing the Project until Defendants have
15 complied with NEPA, the APA, and the Transportation Act;
16 • Award Plaintiffs their reasonable attorney fees, costs, and expenses
17 associated with this litigation pursuant to the Equal Access to Justice Act,
18 28 U.S.C. § 2412 or other authority; and
19 • Grant Plaintiffs such additional and further relief as the Court deems just
20 and equitable.

1 Respectfully submitted this 9th day of August, 2024,

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/s/ Karl G. Anuta

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Attorneys for Plaintiffs



July 24, 2024

To: Secretary Pete Buttigieg, Department of Transportation

CC: Administrator Shailen Bhatt, Federal Highway Administration
Acting Under Secretary Christopher Coes, Department of Transportation

Subject: Reconnecting Communities as a principle for **ALL** USDOT discretionary grant programs

Dear Secretary Buttigieg,

We, the undersigned 155 organizations, often hear that Reconnecting Communities is a principle at the US Department of Transportation, not just a grant program. Yet many state departments of transportation continue to seek federal discretionary grant funding for projects that run counter purpose to this principle. Some of them are successful. Some of them promote damaging highway expansions under the guise of Reconnecting Communities, subverting the principle.

A case in point is an application like the Oregon Department of Transportation's (ODOT's) FY 25-26 I-5 Rose Quarter Improvement Project to USDOT's INFRA program.¹ The I-5 Rose Quarter Improvement Project began in 2017 as a highway widening project and remains a highway widening project - with plans to increase I-5's existing width by two to three times!² Community advocates in Portland have pushed instead for a highway cap, to partially mitigate harm done to the Black community in North Portland's Albina neighborhood from the original construction of I-5. ODOT has adopted the cap into its plans, because it anticipates being able to leverage programs like USDOT's Reconnecting Communities and Neighborhoods to unlock money for the project's expansion component.³ As expected, ODOT's INFRA application bundles together highway expansion and highway cap, despite the RCN program's insistence that its programming cannot be used for building new highway capacity.⁴

¹ ODOT's scope for the project can be found here. https://www.i5rosequarter.org/media/m04lalit/rq-infra-report-budget_20240506.pdf

² Through a public records request, advocates from No More Freeways have found that ODOT intends to expand the footprint of I-5 through the Rose Quarter from 82 feet wide to 160 feet wide (and as much as 250 feet wide in some sections). This is wide enough to be striped as a 10-lane highway. ODOT has not made this information publicly available. No More Freeway's letter can be read here: <https://nomorefreewayspdx.com/wp-content/uploads/2024/07/070224-NMF-Comments-opposing-Oregon-DOT-INFRA-grant-application-as-submitted.pdf>

³ An August 2022 letter from ODOT to the Oregon legislature requesting funding the project's new lanes makes this clear: "Any award of RCP funding would represent an initial investment in the highway cover and would unlock the potential for additional Federal funding."

https://www.oregon.gov/odot/IF/EboardRequests/ODOT_IJIA%20Reconnecting%20Communities%20Rose%20Quarter%20Request%20to%20Apply%20Grant_Letter.pdf

⁴ USDOT wrote in a letter announcing ODOT's receipt of the RCN grant: "Projects receiving RCN grant funding cannot be used for additional through travel lanes for single-occupant passenger vehicles or highway expansion." That letter can be read here: <https://www.i5rosequarter.org/media/p3jd3zls/rcn-2023-capital-award-letter-rose-quarter.pdf>



Adding lanes to a highway and expanding its footprint disconnects communities and repeats the harms of 20th century highway building that the RCN program seeks to repair. Any project that pursues this goal cannot simultaneously claim that it reconnects communities.

We ask that USDOT fund only the portions of discretionary grant applications that align with the principle of Reconnecting Communities, in cases where applicants apply to USDOT programs seeking to leverage the Reconnecting Communities elements to unlock funding for associated highway widening.

Furthermore, we applaud that this year's Notice of Funding Opportunity for the Reconnecting Communities and Neighborhoods program asks applicants if a highway expansion is associated with the project and reduces the application's score if the answer is yes. This criterion should be applied to all USDOT discretionary grant programs, to reinforce Reconnecting Communities as a USDOT principle.

The harms of additional lanes of freeway in vulnerable communities are myriad and significant - increased air pollution, greater noise pollution, contributions to the urban heat island effect, loss of affordable housing, more impermeable surfaces increasing flood risk, and of course greater carbon emissions from induced driving - at a time in which communities across America are struggling to find answers to these overlapping challenges while adapting to a quickly changing climate. Reconnecting Communities as a principle and a guiding light for all USDOT discretionary programs has the power to tackle these challenges head on.

Signed,

America Walks, initiating organization

National

#blvdtampa

Tampa, FL

1000 Friends of Oregon

Oregon (statewide)

1000 Friends of Wisconsin

Wisconsin (statewide)

350 Milwaukee

Milwaukee, WI

Active San Gabriel Valley

El Monte, CA

Air Alliance Houston

Houston, TX

Albany Riverfront Collaborative

Albany, NY

Allendale Strong

Shreveport, LA

Alliance for a Just Society

National

Bergen County Complete Streets

Fort Lee, NJ

Bike Durham

Durham, NC

Bike Hoboken

Hoboken, NJ

Bike JC

Jersey City, NJ

Bike Long Beach

Long Beach, CA

Bike Loud PDX

Portland, OR



Bike North Bergen

North Bergen, NJ

BikeWalkKC

Kansas City, MO

BQE Environmental Justice Coalition

New York, NY

Brain Injury Association of Missouri

Columbia, MO

Bridge Forward Cincinnati

Cincinnati, OH

California Walks

California (statewide)

Capital Streets

Albany, NY

Central Maryland Transportation

Alliance

Baltimore, MD

Chattanooga-Hamilton County/North

Georgia Metropolitan Planning

Organization

Chattanooga, TN

Citizens' Alliance for a Sustainable

Englewood

Englewood, CO

City Observatory

Portland, OR

Claiborne Avenue Alliance Design Studio

New Orleans, LA

Climate and Community Project

National

Climate Resolve

Los Angeles, CA

ClimatePlan

California (statewide)

Coalition Against the Mid-States

Corridor

Jasper, IN

Coalition for A New Dallas

Dallas, TX

Colorado Community Rights Network

Colorado (statewide)

Colorado Jewish Climate Action

Colorado (statewide)

Colorspace Architecture + Urban Design

San Marcos, TX

Community First Coalition

El Paso, TX

Community for Sustainable Energy

Fort Collins, CO

Congress for the New Urbanism

National

Connecting Urban Erie

Erie, PA

Covington Associates Consulting

Buffalo, NY

Creative Development Partners

Oakland, CA

Day One

Pasadena, CA

Denver Streets Partnership

Denver, CO

Detroit Greenways Coalition

Detroit, MI

Devou Good Foundation

Cincinnati, OH

Duluth Waterfront Collective

Duluth, MN

Earth Day Mobile Bay, Inc.

Farhope, AL

East Coast Greenway Alliance

National (East Coast)

East Side Collaborative Partnership

Buffalo, NY

El Paso Streets Coalition

El Paso, TX

ForeverGreen Trails

Tacoma, WA

Friends of Great Highway Park

San Francisco, CA

Friends of Metcalf Park

Orange, NJ



Friends of Slow Streets

Grand Rapids, MI

Frontier Metropolitan Planning Organization

Fort Smith, AR

Gainesville-Area Action for Environmental Justice

Gainesville, FL

Glendale Environmental Coalition

Glendale, CA

Greater Park Hill Community, Inc.

Denver, CO

GreenLatinos

National

Green New Deal Network

National

GrowSmart Maine

Maine (statewide)

HEAL Utah

Salt Lake City, UT

Health by Design

Indiana (statewide)

Hinge Neighbors Inc.

Rochester, NY

Hudson County Complete Streets

Hudson County, NJ

I-475 Neighborhoods Coalition

Toledo, OH

Idaho Walk Bike Alliance

Idaho (statewide)

Institute for Public Architecture

New York, NY

Law Office of Dennis M Grzezinski

Milwaukee, WI

Lid I-5

Seattle, WA

LINK Houston

Houston, TX

Living Streets Alliance

Tucson, AZ

Local Motion

Burlington, VT

Louisiana 4-Corners Coalition for Transportation Planning Reform

Louisiana (statewide)

Madison Area Bus Advocates

Dane County, WI

Mainers for Smarter Transportation

Portland, ME

Marin County Bicycle Coalition

Marin County, CA

Mayfair Park Neighborhood Association

Denver, CO

Mental Health & Inclusion Ministries

Colorado (statewide)

Metropolitan Planning Council

Chicago, IL

Milwaukee Riverkeeper

Milwaukee, WI

Mobilify Southwestern Pennsylvania

Pittsburgh, PA

Montbello Neighborhood Improvement Association

Denver, CO

Mothers Out Front Colorado

Colorado (statewide)

Move Redmond

Redmond, WA

Natural Resources Defense Council

National

New Jersey Bike & Walk Coalition

New Jersey (statewide)

Nikhil Badlani Foundation

West Orange, NJ

No More Freeways

Portland, OR

North Central Kansas Coordinated Transit District

Salina, KS

North Range Concerned Citizens

Commerce City, CO



North Salt Lake City Council
North Salt Lake, UT

Oklahomans For Responsible Transportation
Oklahoma City, OK

Olathe Public Schools
Olathe, KS

OPAL Environmental Justice Oregon
Portland, OR

Oregon Walks
Oregon (statewide)

Our Little Rock
Little Rock, AR

Our Streets
Minneapolis, MN

Palm Beach County Environmental Coalition
Lake Worth, FL

Parking Reform Network
National

Pedestrian Dignity Project
National

Pinnacle Prevention
Chandler, AZ

PLACE Initiative
Portland, OR

Precinct 2, El Paso County, Texas
El Paso, TX

Puente Latino Association Inc
Long Beach, CA

Reconnect Austin
Austin, TX

Reconnect Rochester
Rochester, NY

Reconnect South Park Coalition
Seattle, WA

Reimagine I-175 St Pete
St. Petersburg, FL

Restore Our Community Coalition
Buffalo, NY

Rethink35
Austin, TX

Ride the Cov
Covington, KY

Riders Alliance
New York, NY

Roosevelt Boulevard Subway
Philadelphia, PA

RTD Rider's Alliance
Denver, CO

Sacramento Area Bicycle Advocates
Sacramento, CA

Safe Streets Austin
Austin, TX

SafeStreetsJC
Jersey City, NJ

Scajaquada Corridor Coalition
Buffalo, NY

Sierra Club
National

Spirit of the Sun
Denver, CO

Stop TxDOT I-45
Houston, TX

Streets For All
Los Angeles, CA

Strong Towns Grand Rapids
Grand Rapids, MI

Sunnyside United Neighbors, Inc
Denver, CO

Sunrise Movement
National

Sustain Charlotte
Charlotte, NC

Texas Streets Coalition
Texas (statewide)

The Brooklyn Heights Association
Brooklyn, NY

The New Haven Safe Street Coalition
New Haven, CT



The Transit Coalition

San Fernando, CA

The Urbanist

Seattle, WA

Transbay Coalition

Oakland, CA

Transform

Oakland, CA

Transport Hartford

Hartford, CT

Transportation Choices Coalition

Washington (statewide)

Transportation for America

National

Transportation Riders United

Detroit, MI

Union of Concerned Scientists

National

Unite North Metro Denver

Denver, CO

US High Speed Rail Association

Washington, DC

Utah Rail Passengers Association

Salt Lake City, UT

Velo Paso Bicycle-Pedestrian Coalition

El Paso, TX

Vermont Energy Education Program

Montpelier, VT

Vibrant Littleton

Littleton, CO

VT Clean Cities and Communities at the

University of Vermont Transportation

Research Center

Burlington, VT

WalkMassachusetts

Massachusetts (statewide)

We Are Women Warriors

Buffalo, NY

WeeBiken

Weehawken, NJ

Weequahic Park Association

Newark, NJ

West North Avenue Development

Authority

West Baltimore, MD

Wheat Ridge Active Transportation

Advisory Team

Wheat Ridge, CO

Wisconsin Council of the Blind &

Visually Impaired

Wisconsin (statewide)

Yolo Mobility

Davis, CA